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Hongkong, 8th June, 1906. [106]

SUPREME COURT.

Friday, July 26th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

LEAVE TO APPEAL.

The Hon. Mr. H. E. Pollock, K.C., moved for leave to appeal to His Most Gracious Majesty in Council from a decree of this Court dated 15th July, 1907, made in the suit of Long Koo v. Ng Wai, dismissing an appeal against the Chief Justice's judgment of 27th June, 1907, directing that the appellants do not recover the costs of, and incidental to, the case but that the respondents recover said costs. In doing so, he said that the motion was in proper form.

The Chief Justice—Do you come within the value?

Hon. Mr. Pollock—Yes, my Lord.

Mr. Slade—I am appearing in opposition.

The Chief Justice—What is the limit here?

Hon. Mr. Pollock—£500.

The Chief Justice—I think it is usual in such cases to state the exact amount.

Hon. Mr. Pollock—How can we when the costs are not taxed yet? We can state what our own costs are. Our submission is that we should not have been deprived of costs. Our costs alone come to £1,500.

The Chief Justice—Of course, you have a right to appeal to the Privy Council. No question of the nature of the appeal arises.

Mr. Slade—Oh, yes, my Lord.

Hon. Mr. Pollock—You cannot appeal to the Privy Council on the question of costs alone without appealing on the question of principle. We are therefore appealing on the question of costs.

The Chief Justice—It seems to me the point might be taken that judgment might have been given for the plaintiffs, each party paying his own costs, and you could hardly appeal from such decision.

Hon. Mr. Pollock—Oh, yes, my Lord.

The Chief Justice—There is no use looking it forward unless it is clear we are on solid ground. Suppose the order had been that each party pay his own costs?

Hon. Mr. Pollock—We should not have appealed then: it is purely on the question of principle.

The Chief Justice—I suppose we must hear Mr. Slade.

Mr. Slade submitted that their Lordships had no jurisdiction in the case, arguing that costs were not a matter at issue in a suit but that they were only incidental to the matter at issue.

Hon. Mr. Pollock, in reply, pointed out that their Lordships gave appellants special leave to appeal to the council. Their case rested upon want of jurisdiction in the matter of cost.

Application adjourned for consideration.

THE BUILDING AUTHORITY v. FUNG CHUN-YUK.

Judgment on the appeal on the question for costs in this case was delivered. The appeal was represented by Mr. W. W. Dickinson, instructed by Mr. D. V. Stevenson of Messrs. Deacon, Lockyer and Deacon, and the respondent, the Building Authority, by Hon. Mr. H. H. J. Gompertz, Attorney-General, instructed by Mr. G. E. Morrell, Crown Solicitor.

His Honor said:—

The question of costs in this case is narrowed to a very fine point. By the Code of Civil Procedure, section 568, costs may be given against the Crown in proceedings under the Code; and the first question is whether sitting to hear this appeal the Full Court is sitting under the Code or not.

I think the Attorney-General has successfully established by "Exp. Woodhall Seaman v. Burleigh," and other cases cited by him, that these are criminal proceedings, and that the Full Court is sitting as a Criminal Court of Appeal, but as section 568 is drafted it does not say costs in Civil proceedings may be given against the Crown, but says down a general principle, and therefore the question is more properly stated as I have put it, are we sitting under the Code of Civil Procedure.

Let us see how the matter stands.

By ss. 98 and following of the Magistrate's Ordinance 3 of 1890 appeals on points of law by way of case stated are allowed to the Full Court; that is to say the Full Court is constituted by ss. 22 and following of the Supreme Court Ordinance 8 of 1873. Section 13 provides that appeals from the Magistrate shall be heard before the Full Court. But ss. 594 and following of the Code of Civil Procedure deals only with appeals from decisions of the Judges of the Court; and therefore the Full Court in hearing appeals from the Magistrate is sitting under the Magistrate's Ordinance and not under the Code, and therefore ss. 568 does not apply.

The next point arises under the Interpretation Ordinance 1897, s. 29 of which provides that no Ordinance, whether passed before or after the commencement of this Ordinance, shall bind the Crown, unless it is therein stated, or unless it appears by necessary implication that the Crown is bound thereby.

It should be noticed that this provision does not appear in the English Interpretation Act.

The argument resolves itself into this:—The Crown has no inherent right of appeal from the Magistrate's decisions, and can only have a case stated in virtue of the Magistrate's Ordinance; the Crown cannot take one part of the Ordinance and not the other; therefore the Crown must be bound by these other provisions of the Ordinance which enable the Full Court to give costs; i.e. s. 116.

Therefore this is a case of necessary implication within the meaning of the Interpretation Ordinance. Lord Campbell's judgment in "Moore v. Smith" supports this view, though the other judgments are not so clear on the point, as there is a reference to a power given to the Attorney-General in one of the sections of the statute, and it is because of that reference that the other judges thought that costs could be given against the Crown. Crompton J. said: "I am inclined to think that even without s. 4 of the section which the Attorney-General is referred to, the Crown would be within the provisions of s. 6 (as to costs). But it is then proceeds to show that the Crown is certainly within s. 6 because of s. 4. There is nothing therefore but the inclination of his opinion."

"Thomas v. Pritchard" is not so clear either, because there again the Court seem to have been impressed with the fact that in the Summary Jurisdiction Act 1848, there were some sections in terms referring to the Crown, and it was from this fact that they inferred the implication or presumption that the Crown was to be in all cases under the Summary Jurisdiction Act bound by the provisions of the section as to costs.

"In R. v. Archbishop of Canterbury," there was a question of a writ of mandamus to the Archbishop, which the Attorney-General opposed on the rights of the Crown were affected. No order was made for payment of costs to the Crown: the principle of the common

law laid down by Lord Campbell C. J. in "R. v. Beadle" that "the Crown never paid nor received costs" being acted upon in the case.

Then comes what I may call the indecision of the judgment. The Court will only decide the question before it, and will express no opinion on other matters. But as to them it may be said on the one hand the fact that statutes have been passed providing for the payment of costs to the Crown in relation to certain definite matters is "of some weight as an indication that express legislation was necessary in order to exclude the rule of common law. On the other hand, as incidental to departmental administration, there must often be litigation which does not directly affect any prerogative of the Crown, and as to which no good reason can be assigned for the denial of costs to the successful party. And the case of "Moore v. Smith" supports this view."

"R. v. Beadle" the standard case of reference is against the award of costs in the case of proceedings under a general statute with no reference to the Crown.

So much for the state of the law: as to the unsatisfactory nature of it. I can only refer to Lord Campbell's judgment in the letter case.

But then comes this question. Is not the Crown mentioned in this Building Ordinance through the reference to the Building Authority, in precisely the same way as the Crown was mentioned in "Moore v. Smith" by the reference to the Attorney-General. I think it must be so.

There is an important passage in Wright's judgment in "R. v. Archbishop of Canterbury," which throws some light on the question, and is of considerable authority when we bear in mind that for some years Mr. Justice Wright was Junior Counsel to the Treasury when he became very familiar with such matters: "We express no opinion as to the right of mandamus when it is applied for by the officers of Executive departments of the public service in relation to their statutory or other duties."

"The grant of costs in such cases he thought, appears from the paragraph of this judgment cited above was warranted by 'Moore v. Smith,' and this seems to be approved in 'Thomas v. Pritchard.' Here the Building Authority is authorized to do many things on behalf of the Crown, and therefore within the principle above enunciated, we think that order for costs may be made for and against the Crown."

Mr. Justice Wille—I concur.

The Chief Justice added that costs would be given to the Crown on the case stated, and costs against the Crown on the point of jurisdiction.

IN ORIGINAL JURISDICTION.

CHI HO AND CO.

THE FUMIGATING AND DISINFECTING BUREAU.

Judgment was given in the action in which the plaintiffs claimed \$4,023, the amount of damages sustained by their steam launch "Hoi Po" in consequence of her having on the night of October 21st, 1906, struck the bulk "Stanfield."

Sir Henry Berkeley, K.C., instructed by Mr. A. C. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. M. W. Slade, instructed by G. K. Hall Brutton (of Messrs. Brutton and Hett) represented the defendants.

The first question I have to decide in view of the Assessor's answers to the questions I put to him is—Was the wreck of the "Stanfield" lighted or not? If this is answered in the affirmative the plaintiffs must fail.

I therefore proceed to examine the statements on one side and the other.

For the plaintiff:

Pang Cheung, the coxswain in command of the "Hoi Po," said that he came across from Hongkong once a week to coal at Mong Kok, leaving Hongkong about 7.30 p.m.; that he was accustomed to see the light on the "Stanfield" on the night in question he left for coal at 7.45. He was steering, and knowing that he was in the vicinity of the bulk he held a stick to look out for the light. He didn't see the light, came into collision with the bulk, and found no light on her; and that he warned the "Hoi Po" people about it. His description of the light which he says he saw on other nights was that it was low on the surface of the water; that he didn't know how it was carried, and not so high as a launch light.

Mr. Logan, giving evidence, said that he was in the "Hoi Po" on the night in question, left Yumai Ferry Wharf at 7 p.m. He said that he knew where the wreck was: it was almost in his course and that there was no light on her at 7.10. He is certain about it as he was almost on top of her and the coxswain laid to swear to avoid her.

Mr. Kynock, who accompanied Mr. Logan, gives the same version.

To Kai, the coxswain of Mr. Logan's launch, says he left Yumai at 7.15, that he passed the bulk and there was no light on her; and that returning from Stonecutters he passed again at 8.15 and again saw no light. He confirms the sheering off in order to avoid getting on the top of the bulk.

A Sam, the lookout man on the "Hoi Po," says that the coxswain told him to look out for wrecks, that he saw none, and that they went on to the wreck which was not lighted. He returned to the "Hoi Po," and being told to look out for wrecks and red lights did it, but didn't see any; that they went slow, then quicker, and so on to the top of the bulk; they were going half speed at the time. He had seen the red light on previous occasions when the launch went for coal: it was one foot above water.

Chan Woon, the managing partner of the plaintiff firm, says that having got across in the "Hoi Po" in search of the "Hoi Han," having left Hongkong at 10 p.m. he started back. He knew the neighbourhood and was afraid the bulk was there, and the captain of the launch said he'd look out carefully. "We started," then stopped; and after the third or fourth stop, we struck the bulk." He was at the bows and asserts positively that there was no light.

He described his search for the "Hoi Han," reported to be on the bulk; he was on the bridge, and knew whereabouts the bulk lay. He says he couldn't see her, which I take to mean he saw no light.

Kwok A Man, the Captain of the "Hoi Po," had passed the wreck before at night, and had seen her lighted; but she was not lighted when he ran on to her. Starting on the way, he says, we went slowly and looked about, we were afraid of that wreck. The sailors said there was nothing seen about, we put on a little more speed, then came upon her, there was no light on her. We went straight on, heading towards the wreck. There was no other way, through the junks.

So Tsap, sailor on "Hoi Po," said on our way back to Hongkong, we started, stopped, went on and in a short time we collided with the wreck. I was on look out at all times, and there was no light on the wreck.

Chow Wai, coxswain of the "Kem Hung," launch, who assisted in getting the launch off, said there was no light on the wreck.

His Lordship found for the plaintiff Chi Ho and Co. against the Standard Oil Company.

For the Defendant:

Mr. Major, a licensed Hongkong pilot, said that the "Stanfield" was the only wreck lighted; that a big junk sunk in the fairway was not lighted.

Captain Parsons, in charge of the "Altacon," another bulk of Defendant Company, moored about half mile S.W. of the "Stanfield," says on coming on dock at 7.45 and 8.20 he saw the light on the wreck. After 10, being roused by blasts of whistle he came on dock, looked for the red light on the wreck and didn't see it. His lamp had been blown out by the wind, so that he did not look at the clock to see the time accurately. Prior to this evening he had seen the light regularly: he gave the occasions, and said it was his business to see that it was there; he had instructions to keep an eye on it, and he would have reported it, if he had not seen it.

Mr. Wright, an employee of the defendant Co., says that being on board a launch which left Yumai Ferry Wharf for Hongkong at 8.2, with his friend Sergeant Gordon, he pointed out to him the red light where the bulk lay; he was well acquainted with her position, and was quite sure it was the "Stanfield."

He identified the lamp which he himself had purchased, and had arranged through his brother for it being lighted by a sump pump. It was 7 or 8 feet above the water on a pole and was a first quality lamp.

Sergeant Gordon corroborated the last witness as to his having been shown the red light which the witness had told him was the "Stanfield."

Yang Yau, the watchman on the "Altacon," said he saw the light, going his rounds at 7.8, 9 and 10, which was before the collision, but didn't see it after the collision. He had not heard whistling previously.

Finally, Chang Hung, foreman of Messrs. Wilks & Jack who were engaged in salving operations, went that night at 10 to see things all safe; he went in a small sampun, and saw the light on the wreck. Before he got in, he saw a red light going quickly like a launch, and when he got up he saw a vessel in collision; and then there was no light on the "Stanfield."

Nothing is so difficult as to give a finding on a question of fact when the evidence is as conflicting as it is in this case, except perhaps giving the reason for the finding. It is quite possible that the lamp may have been lighted in the way testified to by the plaintiff's witnesses, but that the wind was quite fresh enough to blow out the lamp in Mr. Parsons's cabin; but whatever may have been the cause after weighing all the evidence in as careful a way as possible I have come to the conclusion that the lamp was not alight at the time the "Hoi Po" ran on to the wreck. This leaves the question of contributory negligence to be decided. I have to assume for this purpose that there was a duty on the defendant to light the bulk, and I have decided in the question I am inclined to think there was in their circumstances. Anyhow I must assume it, and that there was negligence in not keeping it alight. Now the law as to contributory negligence is this: the plaintiff cannot recover, if with ordinary care, he could have avoided the consequences of the defendant's negligence because his negligence has contributed to the collision; but, secondly, if the defendant is negligent, and the plaintiff's negligence, then the plaintiff can recover. There are duties cast on both sides: the plaintiff, to avoid the consequences of the defendant's negligence; the defendant, to save the plaintiff from himself, if he is able. It is obvious that these two duties do not arise simultaneously but consecutively. You cannot say that the plaintiff was guilty of contributory negligence in running on to the plaintiff's bulk, and at the same time the defendant could have avoided the consequences of the plaintiff's negligence by lighting the bulk. This seems to involve a slight confusion between post and pre-tort. Well now what is the evidence? I have some difficulty in determining how much of the bulk really was visible above water, even in ordinary circumstances; though I have little doubt that both Mr. Major and Captain Parsons stretched their imaginations very far when they said that what was visible above water would have been visible on a clear night night 3 to 500 yards according to the former, 200 yards according to the latter. I agree entirely with the Assessor when he says that, with a good lookout and a strong wind blowing, they should have seen the break of the water at least a launch's length off but no more. It was a windy night and I assume, as the plain if says, that there was a good lookout. But assuming, as I do, every thing most favourably to the plaintiff, the evidence as to the position of the bulk shows clearly what happened. "We went slow, then quicker, and so on to the top of the bulk; we were going half speed at that time," this is one version. "We started and stopped, started and stopped again, and after the fourth stop we struck the bulk," this is another version. "We went slowly, and the sailors saying there was nothing to be seen, we put on a little more speed, then we came upon her." This is another, and really the same, version. This one fact that they were going at the time of the collision at a higher rate of speed than when they were merely watching for the bulk. I think they had given up watching for it, thinking they were past. What the rate was is shown by the position of the "Hoi Po" on the bulk. Half speed is admitted: the evidence of what I may call expert evidence shows that it was more nearly full speed. This view is supported by the fact that the "Hoi Han" was going slow, and did not get on to the bulk so badly but that she could not be got off without damage. The plaintiff was going too fast at the time of the collision: the fact which makes this a negligent act is that he knew the wreck was there or thereabouts, and he was therefore bound to exercise all the greater vigilance in looking out, and the greater caution in navigation. He went ahead, whether full or half speed does not much matter, too soon thinking him clear of a wreck which he knew was there, and in doing so he committed an error of judgment which, in my opinion, is sufficient to support the plea of contributory negligence. Judgment must therefore be for the defendant with costs.

A MINOR'S PLEA.

In the action Lee Lung v. Tan Man Hing, his Lordship found the plaintiff had falsely represented himself to be of full age when he obtained the money from defendant, and ordered that defendant deliver up the mortgage deeds on payment of a sum of \$10,000 by plaintiff. In default of plaintiff making this payment the action to be dismissed.

A similar order was made in the case where the same plaintiff proceeded against Li Ki Man on a like case.

Full texts of judgments will be given later.

INSURANCE CASE.

Judgment for defendant was entered in the action Hip On Marine Insurance Company v. Hang On Marine Insurance Company, Ltd. Full text of judgment will appear later.

SPECIAL CASE.

His Lordship found for Lau Chung Wood and Lam Chey against the Standard Oil Company.

THE INDO-CHINA NAVIGATION COMPANY LIMITED.

At the twenty-sixth ordinary general meeting held at 29, Cornhill, E.C., on June 29th, Mr. W. Kewick, M.P., Chairman, presided, and said:—Gentlemen, if it be your pleasure, we will take the Report submitted to you as read. (Hear, hear.) I regret that the Report the Board presents you with on this occasion breaks a series of favourable statements which it has been our good fortune to submit to you and that, on this occasion, the earnings compare unfavourably with the figures we are accustomed to. The reason for this is a simple one, and is not due to any inherent defect in the character of the trade in which we are engaged, but to the not unusual effect of the over supply of tonnage on the coast of China, arising from the great number of steamers that the war between Russia and Japan attracted to the East being lib. rated, and added as a competitors in the carrying trade. We witnessed the same result after the war of China with Japan, but a time elapsed of the superabundance then, so we shall have a disappearance of the plotters in due time, and already improvement has begun, which, we trust, will bring us back to prosperity on the special lines on which our steamers are employed. The volume of trade fluctuates, of course, but on the whole it expands, and with a fleet so fully adapted to requirements, confidence in the future is not shaken by a wave of depression in the carrying trade. One cause of lower earnings was the effect of the famine in the Yangtze Valley Province, greatly curtailing the amount of cargo for transport. You will appreciate also further, the effect on reduced earnings of the greatly enhanced cost of coal, the consumption of a large fleet making the increased outlay a very heavy sum indeed. As set out in the statement of Accounts, and in the balance sheet, we have followed our inexorable duty to make full provision for depreciation on our property, and have written values down by the large sum of £74,833, by appropriating from the Underwriting Account, and from Reserve Account, an amount which, however, still leaves these entries with a credit balance of £270,000 and £210,000 respectively, and we propose to pay a Dividend of 2½ per cent., which will amount to £12,397, 6s., and to carry forward to new account £8,591, 14s. 3d.

The changes indicated at our meeting twelve months ago, which we contemplated in our Articles of Association, were duly carried out. We also divided our shares, which were £10 each, into a Preferred Ordinary Share of £5, and a Deferred Ordinary Share of £5, a change which, we think, will be of advantage to the Shareholders. The Directors have considered that the time has come to consolidate the indebtedness of the Company by the issue of debentures. Our Capital is £485,890, and we have assets which represent £1,154,245. We think it will regularise our financial position if we issue £345,000 in debentures, bearing 5 per cent. interest, secured by specific mortgages on certain steamers and by a floating charge on the other Assets of the Company. This will eliminate from our Balance Sheet the borrowed items at credit.

I have pleasure in stating that it is our intention to propose to vote the election of two new Directors. In the case of one of the gentlemen, he is present, and you will be asked to confirm the invitation to a seat on the Board which we have given to Mr. Dickinson. The other gentleman is Mr. Walter Fisher, who has had great business experience in China. He is now resident in London, and his election will, I am sure, be a source of strength to the Directors. I have now to propose—"That the Report of the Directors and the Accounts for the year, as presented, be approved and passed." (Hear, hear.)

Mr. W. Paterson: I beg to second that.

The Chairman: The resolution having been proposed, and seconded, I now invite you to ask any questions which may occur to you to put to the Chair, and I shall have pleasure in endeavouring to answer them. If there are no questions I will put the resolution to the meeting.

Mr. E. Michael requested some further information regarding the earning of the steamers for the year, which was given by the Chairman.

The resolution was then put, and carried, unanimously.

The Chairman: The next resolution I have to propose is "That a dividend of 2½ per cent., as recommended in the report, be and is now paid to the shareholders on the 26th inst."

Mr. W. W. Dickinson: I beg to second that resolution.

The motion was carried unanimously.

The Chairman proposed the re-election of director of Mr. William Paterson. Mr. H. Beasley seconded; carried unanimously.

The Chairman: I have already mentioned that Mr. William Watson Dickinson has a seat on the Board at the present time by invitation of Mr. Beasley. His appointment requires confirmation at this meeting, and I beg to propose—"That the appointment of Mr. William Watson Dickinson as a Member of the Board be hereby confirmed."

Mr. J. R. Michael, seconded; unanimously agreed to.

The Chairman: It is proposed to nominate Mr. Walter Fisher as a new Member of the Board. He has had long experience, and I have already mentioned, in China, and is a very excellent Director. I, therefore, propose—"That Mr. Walter Fisher be elected as a Member of the Board."

Mr. W. W. Dickinson seconded; unanimously agreed to.

Mr. E. Sawyer proposed that the auditors, Messrs. Turquand Youngs & Co., be re-elected. Mr. W. C. Roberts seconded. Carried.

Mr. W. C. Roberts: Before we put I should like to propose a hearty vote of thanks to the Board for the work they have done in the past years. (Hear, hear.) We all know that the shipping trade has not been very good, but I think there will be a recovery in the next 12 months. There is one matter which I think was dealt with at the Special Meeting held last year, and that was the payment of interim dividends. I hope that is a point the Directors may see fit to deal with in the near future.

Mr. F. saws: I have very great pleasure, gentlemen, in seconding the proposal for a cordial vote of thanks to our Directors, and not only for what they have done in the past year but in years gone by. I am certain also that the Shareholders are confident that the Board will do all that they can in their interests in the future. Might I ask you to add, without going beyond what has been said, to the vote of thanks which has been said in years gone-by, to include the staff both at home and abroad? (Hear, hear.)

The motion was then put, and very cordially received.

The Chairman: I thank you very much, gentlemen, for your vote of thanks to the Board. The Board appreciates always the good feeling shown by the Shareholders, and it is an encouragement to do all in their power for the welfare of the Company they have charge of. I am very pleased indeed that the staff has been remembered. We have an admirable staff, we have

AUSTRALIAN WINES.

H. J. LINDEMAN'S "CAWARRA" CLARETS AND HOCKS.

PER CASE 12 BOTTLES \$15.00
" 24-1/2 " 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO. LTD.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Our General Managers in China, devoted to the business of the Company, we have our officers on shore and our officers afloat, who are also men of ability and of immense devotion to their work. I am sure it will be a satisfaction to them as it is a matter of satisfaction to us, to know that their efforts on our behalf are appreciated. I thank you, gentlemen, (Applause.)

HONGKONG WATER POLO SHIELD COMPETITION.

Two very interesting Water Polo matches, were played yesterday afternoon.

The Royal Engineer's "A" team met the Middlesex "B" team, and after a one sided game, the score was in favour of the Royal Engineers, by 8 goals to nil.

The Corinthian Yacht Club then met the Royal Hongkong Yacht Club and scored a win by 3 goals to 2. The Royal Hongkong Yacht Club had a stronger team than their opponents, but they played a very poor game, and missed several easy goals. There was, however, a good deal of fouling on both sides.

The Middlesex "A" team have forfeited to the V.R.C. "A" team their match in the second round.

FIXTURES.

3rd Round.

On Tuesday next V.R.C. "B" team will play the V.R.C. "C" team.

On Friday The Royal Hongkong Yacht Club play the Middlesex "A" team.

On Friday 27th Co. R.G.A. play the Middlesex "B" team.

FUNNELS AND FLAGS.

STEAMERS FOR JAPAN.

For some time past the Nippon Yusen Kaisha (Japan Mail Steamship Company) have been chartering extra steamers to supply the requirements for special cargo and outside ports. They have now decided to put on three extra cargo steamers of their own for this purpose—namely, the Colombo Maru, the Ceylon Maru, and the Bombay Maru—and until other steamers are added extra vessels will be chartered as required in order to maintain monthly sailings. These steamers will load from Middleburgh, Antwerp, London, and other ports for call at places, such as Formosa, Manila, Nagasaki, Moji, Port Arthur, &c. when inducement offers.

SUZUKI CANAL STATISTICS.

In a printed reply to Mr. Henziker Heaton, who asked for certain statistics relating to the Suzuki Canal, Sir E. Grey says:—The cost of construction of the Suzuki Canal up to December 31st, 1906, was £24,304,928 12s. 6d. The capital account of shares and loans amounted to £16,709,817 8s. 9d. The charges were:—Actions of capital, £388,640 francs; Actions de jouissance, 16,360 francs. The gross revenue in 1870 was 31,774,694.35 francs; in 1886, 59,022,626.28 francs; in 1898, 82,222,855.26 francs; and in 1906, 111,989,122.98 francs. The net profit was 2,092,913.51 francs, 28,357,166.14 francs, 42,283,380.25 francs, and 71,377,464.78 francs respectively. The net dividends for the same years were 26,055 francs, 70,68 francs, 92,50 francs, and 141,000 francs. The present value of the action de capital is 4, 81 francs, and of the action de jouissance 3.80 francs. The original price of the action de capital was 500 francs.

ROYAL COMMISSION ON SHIPPING RATES.

The Commission resumed its sittings at Winchester-house, St. James's-square, on June 25th, Mr. Arthur Cohen, K.C., presiding. Mr. F. H. Calley gave evidence on behalf of the Shipping Chamber of Commerce, and said that the recent practice on the part of steamship owners of combining in rings with the system of rebate offered in return for exclusive trading had operated towards the restriction of shipments of English manufacturers to the countries where they did business. If a traveller for an English house sold iron for delivery at certain ports in the Mediterranean, he found that he was unable to compete with Continental houses. There was a fixed rate from Antwerp to each port for iron. But if the iron were shipped from Antwerp by a Belgian manufacturer he was allowed a rebate giving him an advantage over the same iron if shipped by an English firm, and over English iron shipped by any firm, English or foreign. The consequence was that the whole of that trade was obliged to be done through Belgian houses in order to obtain the rebate. During many years of open competition in South Brazil, all goods except fine and valuable goods were carried at the rate of 15s. per ton. Since the union of shipowners into a ring the rate had gradually risen from a minimum of 30s. to 50s., with extra charges on fine and expensive goods. In England the companies in the rings made a great mystery of what their rates were, and if one wanted to know the freight for an assortment of goods one had to apply and specify almost every article. The institution of the ring system had resulted in lengthening the time of transit, because the shipowners fixed their time table on the basis of the slowest line of boats. Another grievance of the English exporters was that the firms who were retaining these deferred rebates from six to 18 months were competing with English exporters as merchants and commission agents. The great remedy would be the publication of classification of goods and details as to rates. If that remedy failed, the chamber had to consider whether there should be legislation, and they had decided that they could not formulate anything that would have a satisfactory result. He was of opinion that deferred rebates should be made illegal. Mr. Robert MacLaren, senior partner in the firm of Messrs. Robert MacLaren and Co., iron-founders and cast-iron pipe manufacturers, said he was a

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And weekly dressings of Cuticura, purest and sweetest of emollients, at once stop falling hair, remove crusts, scales, and dandruff, destroy hair parasites, soothe irritated, itching surfaces, stimulate the hair follicles, loosen the scalp skin, supply the roots with energy and nourishment, and make the hair grow upon a sweet, wholesome, healthy scalp, when all else fails.

Sold throughout the world. Depot: London—27, Abchurch Lane. Agents: Messrs. J. & A. Paine, Ltd., 10, Abchurch Lane, London. Sole Agents for the Straits Settlements and F.M.S.: Messrs. J. & A. Paine, Ltd., 10, Abchurch Lane, London.

54-78

director of the Glasgow Chamber of Commerce and Manufactures. He preferred rebates, he said, to restricted trade, and was injurious to the interests of the country. The Commission adjourned.—Tuesday night's London Gazette contains the announcement that a new Commission has been issued, which provides, inter alia, that the powers and privileges conferred on a yve or more of the Commissioners shall be exercised by any two or more of them if it is deemed expedient to visit places outside the United Kingdom.

COTTON FREIGHTS.

A conference was arranged in Liverpool for July 24th by the Liverpool Cotton Association, the Syndicat des Commerces des Cotons au Havre, and the Bremen Baumwollverleger. The object of the conference was to consider questions connected with the carriage of cotton from the United States to European ports, more particularly the practice of attaching a port bill of lading as collateral security to a bill of exchange drawn at a point in the interior.

It appears that the practice is increasing of shipping cotton from an interior point, financed by a bill of exchange dated at such point, with a bill of lading attached as a collateral purporting to be dated at the seaport whence the cotton is intended to be ocean borne. On the face of this document it is stated that the cotton mentioned therein has been "shipped or received for shipment" by a named ship or ships, or level of steamers, and the impression is conveyed that the cotton has been delivered into the custody of the ships or line of steamers, whereas, at the time the bill of lading is issued, the goods are almost invariably still lying at the interior point, or are in the custody of the railway company to transport to the seaport. At the time the goods are delivered to them, the railway company issues a railway note to deliver them to the order of some individual or firm, usually the agents of the ship or line mentioned in the port bill of lading. The effect of this is that on the arrival of the goods at the seaport, and after

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters Two Mowat Street.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not carried for a fixed period will be continued until otherwise ordered.

NEW ADVERTISEMENTS

TRANSLATED NOVELS (some illustrated, some without). Photos; catalogue free, or with sample, 1d. (letter postage).—A. DE SAILLIE, 20, Rue de la Michodière, Paris. 1264

HONG KONG VOLUNTEER CORPS.

"IT is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon."

A. J. THOMPSON, Captain.
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1265

NOTICE.

WE beg to inform the Public that we are selling
TINTO at \$3.75 per dozen.
BRANCO at \$4.75
through MESSRS. H. RUTTONJEE & SON, Hongkong, who will also supply you with our Price List for choice of Portuguese Wines.

FRANCISCO DOS SANTOS FERREIRA & CIA.
Macau, 26th July, 1907. 1266

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:
Epitomes of the Week's News.
Leading Articles.
Japan and Korea.
International Law.
Subsidiary Coinage Losses.
The Far Eastern Power.
South China Trade.
Hongkong Legislative Council.
Hongkong Sanitary Board.
Supreme Court.
Correspondence.
Government and Subsidiary Coinage.
The September Typhoon.
A Night Out.
Kuluang (Amoy) Municipal Council.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage 82.
Hongkong, 27th July, 1907.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS this month (July) will take place on TUESDAY next, the 30th instant.
E. J. MOSES,
Hon. Secretary.
Hongkong, 27th July, 1907. 1259

NOTICE.

BILLS for all Monies due by us should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.
Hongkong, 15th July, 1907. 1181

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED
have always in stock a supply of the above in all sizes. Prices may be obtained on application.
Hongkong, 26th July, 1907. 1258

COGNAC.

MESSRS. JERJEEBOY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:
BOUILLER, G. BRIAND & Co's \$25.00
FELIX TILLAC & Co's 16.50
GEORGES RUKAU & Co's 14.50
Hongkong, 1st July, 1907. 1152

IRON MERCHANTS.

E. HING & Co.
DEALERS in Iron, Steel, Metals, Hardware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Voeux Road Central) Telephone No. 613.
Hongkong, 1st March, 1907. 478

WANTED.

PROFICIENT TYPE AND SHORT-HAND WRITER.
Apply—Care of "Daily Press" Office.
Hongkong, 24th July, 1907. 1248

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—B. B.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 918

DR. M. H. CHAUN

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 505

S. I. N. T. I. N. G.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 461

PUBLIC COMPANIES

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1907, will be Payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED on THURSDAY, the 18th instant to MONDAY, the 2nd instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Agents for the
West Point Building Co., Ltd.
Hongkong, 12th July, 1907. 1205

THE HONGKONG AND KOWLOON WHARF & GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent (Two Dollars per share) for the six months ending 30th June 1907, will be paid on application to those persons who are registered as shareholders in the above Company on the 31st July 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st July, both days inclusive.

EDWARD OSBORNE,
Secretary,
Hongkong, 25th July, 1907. 1251

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents.
Hongkong, 26th July, 1907. 1260

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Manilla, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 22nd July, 1907. 1235

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4250, dated Hongkong 8th July, 1907 for Ten Shares of this Bank numbered 14321 to 14330 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4250 will be there after treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 13th July, 1907. 1210

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by measurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Underigned.

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GOLDING & BAILLOW, Solicitors,
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Hongkong, 22nd May, 1907. 970

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ASIATIC STAMPS. MIXED STAMPS.
100 for \$0.80 500 for \$3.50
150 for 1.75 1000 for 10.00
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Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS
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TOTAL FUNDS AT 31st DECEMBER, 1905 47,837,119.
AUTHORISED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
FIRE FUNDS... 3,386,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1191

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Agents.
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

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Hongkong, 21st April, 1897. 114

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FIRST-CLASS BOARD & RESIDENCE AT "BRASSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—MRS. F. W. WATTS,
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Hongkong, 27th June, 1905. 743

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 604

KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns Nos. 171 to 178, SHAK TUNG TUN, Praya West, on (M. L. Nos. 244 to 205), formerly known as the Po On Godowns—the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Underigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.
SAM WANG & CO., LTD.,
TELEPHONE No. 321.
ADDRESS: 81, Queen's Road Central.

YU YUK CHI,
Managing Director.
Hongkong, 3rd July, 1907. 1167

MITSU BISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet
Length on Blocks ... 714 "

DOCK No. 1.
Extreme Length ... 523 feet
Length on Blocks ... 513 "

DOCK No. 2.
Extreme Length ... 571 feet
Length on Blocks ... 561 "

PATENT SLIP.
Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

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TO LET.

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Hongkong, 29th May, 1907. 822

TO LET.

NOS. 3 & 5, CARNARVON VILLAS, Kowloon.

Apply to—HEWAN & Co.,
No. 15, Connaught Road, West.
Hongkong, 1st May, 1907. 324

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ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to—REUTER, BROECKELMANN & Co.,
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ONE FOUR ROOMED HOUSE at Praya East, near East Point.

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"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 28 Rooms. This property would be divided into two or more houses to suit tenants.

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No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 4, ALBANY.
No. 3, BELLIOS TERRACE, Corner House, 1st Row.

No. 6, CAMERON VILLAS (PRAY), Furnished. Cheap rent. For September and October.

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WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

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TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD. AUCTION ROOMS, No. 2, Zetland Street. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 11th July, 1907. 94

TO LET.

"STONHEVED" 35, Robinson Road.

No. 52, CAINE ROAD. Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

Apply to—SAM WANG CO., LTD.,
81, Queen's Road Central.
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FROM 1st JULY. LARGE AND SPACIOUS GODOWNS EAST, at present in the occupation of the Admiralty.

Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
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NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

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Hongkong, 20th June, 1907. 860

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A HOUSE in KNOTSFORD TERRACE, KOWLOON.

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Hongkong, 1st July, 1907. 92

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 97

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 800

TO LET

TO LET.

POSSESSION FROM 1st APRIL.

2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

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TO BE LET.

SHAM-EN-CANTON, No. 24. From the 1st January, 1908. Premises now occupied by the East Asiatic Trading Company.

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Hongkong, 10th July, 1907. 1197

TO LET.

3 STORED GODOWN No. 127, Wanchai Road.

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Princo's Building.
Hongkong, 27th June, 1907. 1126

TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession.

Apply to—THE COMPRADORE, Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenwood". Can have the use of a Kitchen, can be rented singly or the whole.

GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarters.

ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.

Apply to—DAVID SASSOON & Co. Ltd.,
Hongkong, 24th May, 1907. 821

TO LET.

TWO ROOMS on Third Floor, HOTEL MANILLA, suitable for Offices.

Possession from 1st August next.

Apply to—HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd July, 1907. 1159

TO LET.

"HATHERLEIGH", CONDUIT ROAD.

No. 1, RIPON TERRACE, BONHAM ROAD. OFFICES in King's Building and York Buildings.

GODOWNS in PRAYA EAST. A HOUSE in CLIVTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st July, 1907. 1160

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GODOWNS Nos. 95, 96, 97 and 1

APOLLO



THE IDEAL ATHLETE

SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fog.

"APOLLO" writes:—"When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially have I found it give relief in the tired feeling caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Latitude	Backache	Stomach Disorders	Influenza
Neuralgia	Mental Exhaustion	Brain-Fog	Headache
Rheumatism	Premature Doozy	Sleeplessness	Hysteria
Indigestion	Nervous Debility	Exhaustion	Faintness

and all disorders consequent upon a reduced state of the nervous system.

THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family	H.M. the Emperor of China
H.M. the Empress of Russia	H.M. the Crown Princess of Roumania
H.M. the King of Greece	H.M. the Grand Duchess of Russia

And the Principal Royalty and Aristocracy throughout the world.

Preparators: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.
Price in Great Britain, bottles, 1/6, 3/6 and 4/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Disorders of the Urinary Organs. It is a powerful diuretic and antiseptic, and is used by the highest medical authorities in France and all the leading hospitals.

CLARKE'S
B. 41.
PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pain in the Back and All Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

FUNNELS AND FLAGS.

(Continued from page 3.)

the agent who has dishonestly diverted them, or, as a last resource, to follow them as stolen property. The whole case is then a very dangerous one, affecting as it does not only the buyer of the goods, but also the shipper, and the buyer of the "exchange" for if the acceptor fails to meet the bill, the exchange buyer can then have recourse on the drawer, but, failing him, will have to suffer the loss himself. The conference seeks to secure such continuity of responsibility as is afforded by a through bill of lading, by which the railway company is made responsible until they can show delivery of the goods to the ship, which then becomes liable for them.

THE P. AND O. MAIL CONTRACT.

Mr. J. E. Patterson, evidently well-informed wrote to the *Pall Mall Gazette* as follows:—
To expect absolute accuracy in the average newspaper report on mercantile marine affairs, especially in so technical a subject as steamship speed, would be equivalent to expecting to fetch a given port with a compass that, unknown to the mariner, was hopelessly wrong in deviation. Probably that is why some contemporaries have recently published half-truths or worse statements about the Peninsular and Oriental Company's new contract to carry mails to India, China, and Australia. This is part of our overseas postage that has been principally in the company's hands during the past sixty years or more. Thus if any firm of shipowners knew best how to carry ocean-borne mails to the east, it should be the P. and O.

As to the new contract, which begins on the 1st of next February, and continues for seven years from that date, for £35,000 less a year than formerly, the company will decrease the outward passage by thirty-six hours and the homeward run by just a nautical day. This increase in speed has been characterised by one of the morning dailies as "very small." Another compared the savings with what would be made on the Atlantic if the proposed "all red route" should become a fact. Complaints have been made that the P. and O. are not forced by the terms of the subsidy to run twenty knot boats, instead of their sixteen to seventeen-knotters. It has also been put forward that the Far Eastern and southern routes are better suited for increased speed than the Atlantic is, where the increase during the past decade has been about six knots an hour. To answer these matters from the bottom upwards: It is the short passage that has the advantage over the longer one in scope for acceleration, and the very knot per hour put on over fifteen or sixteen means, proportionately, a much larger increase in the cost of propulsion, efficiency of engines and resistance of reversion. Whilst the Suez Canal remains in its present condition and continues to be the route to the Far East, it is next to impossible to run even eighteen-knot boats. What is more, the great increase in speed across the Western Ocean has been only its northern part. No steamer running through the tropics has put on more than half that acceleration in the same number of years. So far from a decrease of ten to twenty-four to thirty-six hours being a small matter on such a long run; without holding any brief for the P. and O., it means a big increase both in the capital cost of vessels and in running them. It must also be remembered that all acceleration in speed means diminished earning powers, owing to the fuel lines needed in the craft, and to the greater amount of coal that has to be carried to give that increase. If speed and frequency of service are required, whether for mail-carrying or any other purpose, the increase in excess of what ordinary trade conditions warrant must be paid for by subsidy of some sort. And it is quite obvious that no shipowner will build vessels for such a service, unless he first obtains a certain fixity of tenure. He cannot be expected to run the risk of having such costly experiments thrown on his hands at the end of a short contract, with no prospect of employment available for them. For this reason seven years is a short term for a mail contract, with such an acceleration of speed on a long passage. It is so short that any company new to that business would not be content without a much longer term. Besides, as to the comparison of speed on the Atlantic and on the eastern routes, in addition to the physical, the commercial conditions are entirely different.

If the public wants artificially fast services, over and above what the usual trade considerations require, then the nation must be prepared to pay the marginal account. The shipowner does not like such artificiality in his trade, because it means running his business on an artificial basis. It means the difference between garden and hot-house growing, or that which exists between Free Trade and Protection. As an illustration of what high speed means, Sir William Lyde told the recent Colonial Conference, apropos of the "all red route" (which, by the by, is the only concrete outcome of the Conference), that an increase of three knots on fifteen per hour meant actually doubling the coal consumption. Experts in marine engineering and shipbuilding say that this statement is perfectly accurate, and that it means a comparatively great cost in the craft themselves; the governing rule being that the coal consumption increases at the same rate as the cube of the speed.

With reference more directly to the "all red route," it could not alter its proper ly with the P. and O. service by the Suez Canal. The two services would be mutually destructive. The distance by the former route is 13,767 miles, taking Melbourne as the point of destination, and 10,844 miles by the latter route. Thus between the two there is a difference of 2,923 miles in favour of the Suez route, or of 27.5 per cent, and no transshipment of either passengers or cargo. An average mail speed of sixteen knots to Australia, which some writers have treated so contemptuously, in favour of an "all red route," represents a speed that has never yet been maintained by a mercantile craft in tropical waters except across the Indian Ocean, and only then with a favouring monsoon breeze more or less at her heels. It must be borne in mind that to keep up such a rate of speed as is being asked for it would be necessary, on certain sections of the passage, considerably to exceed that speed; and that a ship giving such results would require, when built, to be capable of a speed of at least three knots faster than the average of her run. Assuming, however, that the P. and O. run a sixteen-knot service throughout, the time occupied between the Thames and Melbourne will be 25 days 19 hours; while to attain an equally quick transit on the "all red route" a speed of twenty knots would be required on the Atlantic and eighteen knots on the Pacific. This would involve a vessel of probably double that which is required for the Suez route, and even those Australian Premiers who at the Conference, talked so well for the proposed via Canada, could not promise more than a fifteen-knot service from Vancouver to Melbourne.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 26th July, 1907:—
Business has been very restricted during the past week, and rates with few exceptions are without improvement. Exchange on London closes at 2 1/2 p.m. and on Shanghai at 7 1/2 p.m.

BANKS.—Hongkong and Shanghai have again been booked at \$635 old or new, and more shares are procurable. There is no change in the new issue which remains at \$215 old or new, but there is no change in other quotations. Nationally are still quoted at \$31, but no business has transpired.

MARINE INSURANCES.—Unions have been booked at the improved rate of 775, at which the market closes firm. North China, after further sales at 744, have been booked at 744 and 744, and are still in request. Canton and China Traders continue to be quoted for at quotations, but Yangtzes have eased off, and are offering at \$187.

FIRE INSURANCES.—Hongkongers are still in the market at \$320, and Chinese are quiet at \$33. **SHIPPING.**—Hongkong, Canton and Macao are easier with seller at \$291. Indos, ex the dividend of 21 per cent.—as per cent old share received from London today, are now quoted at \$301 for the 6 per cent Cumulative Preferred Ordinary, and \$281 for the Deferred Ordinary. Star Ferries are quiet at \$25 and \$14 for the old and new issues respectively, with sellers at both. Dungs are still in request at \$41, and Shell Transports at the improved rate of 46 1/2, after sales at that figure.

REFINERIES.—China Sugars have been booked in small lots at \$95 and \$99, but have since hardened, and can now be placed at \$102. Luzons are unchanged with sellers at \$21.

MINING.—Raubas have declined to \$6 sellers. Charbonnages are unchanged and without business.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks are firm with buyers at \$102. Hongkong and Kowloon Wharves, after small sales at \$78, are easier with sellers at \$77. This Company has declared an interim dividend of \$2 per share payable on the 1st instant. New Amoy Docks are procurable at \$114, Shanghai Docks have improved to 70 1/2 with buyers, and Hongkong Wharves to 114 1/2.

MISCELLANEOUS.—China Boreas have been booked at \$84 and \$835, and close in further request. China Providents are easier with sales and further sellers at \$890. Green Island Cements are procurable at \$161, can new issue, and Electric at \$142. Union Water Boreas have been booked at \$121, after sales at \$124. Icos can be obtained at \$245 on the interim dividend of \$4 per share payable on application on the 2nd prox.

LUXES, HOTELS AND BUILDINGS.—Hongkong Lauds have been booked at \$101 and \$102 on dividend, and at \$98, ex dividend, but also firm with probable buyers at \$103 as the interim dividend of \$3 per share paid yesterday. Kowloon Lauds have sellers at \$37, and Humphreys Estates at \$102. Hongkong Hotels continue on offer at \$118.

COTTON MILLS.—Hongkong Cottons have been sold at \$11, and there are further sellers at the rate. One quotation for the northern stocks are taken from Shanghai exchanges.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—28th July Sunday 9th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Savage, Psalms, of the 25th morning; Te Deum, Laves, Cooke and Hopkins; Benediction; Langdon; Hymns, 170, 238 and 219. Evensong (5.45 p.m.) (Full Choir) Responses, Psalms, of the 25th evening; Magnificat; Nunc Dimittis, Maunders in D; Anthem, "Hearken unto me"—Sullivan; Miss, 184 and 477. Sevenfold Amen; Voluntaries, "To the Spring"—Irving, Military March.—Elgar.

N.B.—Psalm 136, Verses 1, 2, 15, 26, 27 in unison. 137 Verses 1, 2, in unison. 138 Verses 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

St. Andrew's, Kowloon.—(Robinson Road, near British School.)—Sundays.—Holy Communion 1st Sunday in month at noon, and 4th Sundays at 8 a.m.; 3rd and 6th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All scales are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English at 10 a.m.

To soothe the Skin
smarting under the effects
of a tropical sun

Calvert's Prickly Heat Soap

Is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (70% Carbolic), perfumed and refreshing.

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REDNESS, HEAT,
IRRITATION, TAN, and
KEEPS THE SKIN
SOFT, SMOOTH, and WHITE
ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING
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Bottles, 1/6, 1/3, and 2/6 each.
M. BEETHAM & SON, Cheltenham.

Splendid for Children.

If your youngsters cannot digest milk, try a little LEMCO, not by itself, but stirred into the milk. It often does good, as it gets over the digestion difficulty.

LEMCO and Milk is good for Mothers too.

From 1/2 to 1/4 teaspoonful of LEMCO to half a pint of warm milk.

The only genuine
Lactose Compound
Extract of Beef.

MERRYWEATHERS' HOSE.

"Dot Sub" (double substance) Brand
—Hand-sewn Canvas, Oak Bark
Tanned to prevent rot. Specially
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Cheapest.

MERRYWEATHERS caution
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See that the name as well as
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SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALIBRECK, MACGREGOR & Co., HONGKONG.

When buying Lime Juice Buy the Best.

The Best is

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"MONTERRAT" is prepared from cultivated limes, and is
always fresh and pleasant to the taste. Mixed with plain or
aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—
Unsweetened, i.e., Plain Lime Juice, Sweetened, i.e., Lime Juice Cordial.

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His Majesty
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BOVRIL

is an excellent tonic, bracing
the system when everything
else fails.

Try a little milk in your hot Bovril.

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TYPEWRITER RIBBONS and supplies for ALL
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OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

SHIPPING.

ARRIVALS.

ALCIDE, British ship, 2,492 T. Cummings 26th July—From New York, Case Oil—Standard Oil Co.
 DIGNY, Norwegian str., 883, O. Abrahamson, 26th July—1st July 18th July, Beans—Angard, Thoresen & Co.
 DALIN Maki, Japanese str., 1,576, K. Ohura, 26th July—Moji 21st July, Coal—Onaka Shosen Kaisha.
 HACHINO, British str., 1,267, A. E. Hodgins, 26th July—Coast Ports 25th July, General—Douglas LaPraik & Co.
 HANGSANG, British str., 26th July—Canton.
 KASHIMA MARU, Japanese str., 1,746, M. Nsu, 26th July—Moji 18th July, Coal—Mitsui Bussan Kaisha.
 KUKIKOW, British str., 1,215, G. Hooker, 26th July—Tientsin 17th and Chefoo 21st July, General—Butterfield & Swire.
 LYNHURST, British 4-masted barque, 2,567, Parnell, 25th July—Kobe 1st June, Ballast—Standard Oil Co.
 MERPOO, Chinese str., 26th July—Canton.
 QUINTA, German str., 3,770, F. Frahm, 26th July—Singapore and Saigon 21st July, Kerosine Oil—Siemens & Co.
 TAMING, British str., 1,350, A. W. Outerbridge, 26th July—Manila 23rd July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 26th July.
 C. Diederichsen, German str., for Haiphong, Chibiki, British str., for Haiphong, Chinsang, British str., for Saigon, Cigant, British str., for Moji, Caggy, Norwegian str., for Canton, Duff, British str., for Europe, &c, Empire, British str., for Haiphong, Iohang, British str., for Canton, Kueichan, British str., for Canton, Perito, British str., for San Francisco, Quinta, German str., for Amoy, Zubu, British str., for Manila, Zuy, Norwegian str., for Saigon, Yado Maru, Japanese str., for Moji.

DEPARTURES.

26th July.
 AMOV, German str., for Taurua, ARCADIA, British str., for Shanghai, FRITHOF, German str., for Swatow, HAIMUN, British str., for Swatow, HINANG, British str., for Shanghai, SHACHING, British str., for Shanghai, SULLBERG, German str., for Haiphong, TUBODAS, Dutch str., for Shanghai, YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. Kueichan reports: Variable wind to turnabout thence N. E. winds and tropical rains.
 The British str. Taming reports: Moderate to fresh S. W. winds and heavy weatherly swell, cloudy weather with heavy rain 25th noon light S. W. air and fine clear weather.
 The British str. Hatching reports: Fresh to Amoy fresh N. E. wind, moderate sea and fine clear weather. Amoy to Swatow light variable winds and continuous heavy rain. Swatow to Hongkong—light S. S. W. wind, heavy swell and cloudy weather.

VESSELS IN DOCK.

July 26th.
 ABERDEEN DOCK.—Kowloon Dock—Taiguan, Vigilante, Magallanes, Omphale, Lonsok, Heisidal, (OSBORN) DOCK.—Kulsang.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR,"
 Captain S. H. Bolton, will be despatched for the above Ports TO-DAY, the 27th inst., at 1 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 25th July, 1907. 118

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAICHING,"
 Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 28th inst., at 10 A.M.
 For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.
 Hongkong, 25th July, 1907. 132

DAMPSCHEIFFS-RHEDEWEI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship
 "VERONA,"
 Captain Dobson, will be despatched for the above Port on or about MONDAY, the 29th July, 1907.
 For Freight, apply to CARLOWITZ & Co., Agents.
 Hongkong, 25th July, 1907. 1193

SOUTH AFRICAN LINE.
 For DURBAN.

THE Steamship
 "HELIOPOLIS,"
 Captain Martin, will be despatched for the above Port on or about TUESDAY, the 29th August.
 For Freight, apply to GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 25th July, 1907. 1253

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA and SINGAPORE. Callings from CALCUTTA to CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.
 Hongkong, 4th August, 1898. 8

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA USUAL PORTS OF CALL...	DELTA	Brit. str.	—	C. E. Dyer, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP...	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
COPENHAGEN & ST. PETERBURG...	TOKIN	Frean. str.	—	Monton	MESSAGERIES MARITIMES	On 6th Aug. at 1 P.M.
HAYRE & HAMBURG VIA STRAITS, &c.	SCHIRVNIK	Dan. str.	—	Habel	MILCHERS & Co.	Middle of September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	FLAVONIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINE	On 17th September.
NAPLES, PLYMOUTH, HAYRE & HAMBURG...	PRINZ LUIWIG	Ger. str.	k.w.	C. Woltemas	MILCHERS & Co.	On 31st inst. at Noon.
NEW YORK	SCANDIA	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINE	On 7th August.
NEW YORK	HELIOPOLIS	Brit. str.	—	Martin	GIBB, LIVINGSTON & Co.	About 20th August.
NEW YORK	TUDOR PRINCE	Am. str.	—	McDougal	ARNHOLD, KARBURG & Co.	About 15th August.
NEW YORK	VERONA	Ger. str.	—	Dobson	CARLOWITZ & Co.	About 29th inst.
NEW YORK	ABERLOUR	Am. str.	—	—	—	On 23rd August.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	—	On 1st September.
VICTORIA (B.C.) & TACOMA VIA JAPAN	MONTAGUE	Brit. str.	1 m.	—	—	On 14th Aug. at 4 P.M.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	CHAMMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 15th August.
AUSTRALIAN PORTS VIA MANILA, TIMOR &c.	EMPIRE	Jap. str.	—	—	—	Middle of August.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	—	Helm	GIBB, LIVINGSTON & Co.	To-day, at 10 A.M.
YOKOHAMA AND KOBE	PRINZ WILHELM	Ger. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 3rd Aug. at 4 P.M.
YOKOHAMA AND KOBE	PRINZ WILHELM	Ger. str.	—	W. von Emden	MILCHERS & Co.	On 15th Aug. at Noon.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	Jurriane	JAVA-CHINA-JAPAN LINE	On 31st inst. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	Quick despatch.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 2nd August.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-day, at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-day.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-morrow, at Daylight.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	About 30th inst.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 2nd Aug. at 3 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	About 2nd August.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 6th Aug. at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	Middle of August.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	End of August.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-morrow, at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-morrow, at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 4th Aug. at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 31st inst. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 1st Aug. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 1st Aug. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 31st inst. at 10 A.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 31st inst. at 1 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 30th inst. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 2nd Aug. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 3rd Aug. at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	To-day, at 1 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 30th inst. at 1 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	On 3rd Aug. at 3 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	—	—	—	Quick despatch.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

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ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "FOR RUSSIAN" Middle of August

SHANGHAI, YOKOHAMA and KOBE "TRAQUEBAR" End of August

COPENHAGEN and ST. PETERSBURG "SOTRUDNIK" Middle of Sept.

For Further Particulars, apply to MELCHERS & CO., AGENTS. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI VIA SWATOW "HANGSANG" Sunday, 28th July, Daylight

SHANGHAI, YOKOHAMA, KOBE & MOJI "FOOKSANG" Friday, 2nd Aug. 3 P.M.

MANILA "LOONGSANG" Friday, 2nd Aug. 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 3rd Aug. 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Penang " 85. " 120

Calcutta " 165. " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI 2540 E. W. Almond Manila On 27th July, Noon.

ZAFIRO 2540 A. Fraser Manila On 3rd Aug., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGER. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ABERLOUR" On 23rd August.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. 18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 15th August.

TREMONT 9,606 T. W. Garlick About 10th September.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 27th July, 1907. 7

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fine. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at FLYMOUEH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILENTIA" carry first-class passengers Returatickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG 1st August

RHENANIA 1st September

HOHENSTAUFEN 1st October

SILENTIA 2nd November

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAYRE, & HAMBURG

SCANDIA 7th August

HABSBURG 4th September

RHENANIA 4th October

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

FOR SHANGHAI, KOBE & YOKOHAMA

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE. Calling at MANILA, TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE,"
 Captain Helms, will be despatched as above TO-DAY, the 27th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.E.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1907. 1172

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
 Capt. C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay &c on SATURDAY, the 27th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MILCESTER," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 5th September, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages must be required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th July, 1907. 1

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
 Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 30th inst., at 1 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 23rd July, 1907. 1243

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN,"
 Captain Monton, will be despatched for MARSEILLES, on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "GALAZIE" ... 20th Aug.

S.S. "POLYNESE" ... 27th Sept.

S.S. "TOURANE" ... 17th Sept.

S.S. "AUSTRALIEN" ... 1st Oct.

S.S. "NERA" ... 15th Oct.

S.S. "YARE" ... 28th Oct.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	DELTA	On 27th July, Noon	See Special of Call
MARSEILLES, LONDON, and ANTWERP	NYANZA	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, PALMA MOJI, KOBE & YOKOHAMA	Capt. G. W. Cockburn, R.N.E.	About 2nd August	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"LINAN"	On 27th July, 4 P.M.
MANILA	"TAMING"	On 30th July, 4 P.M.
HAIKOW and HAIPHONG	"HUPEH"	On 31st July, Daylight
YOKOHAMA and KOBE	"TAIYUAN"	On 31st July, 4 P.M.
SWATOW, CHEFOO and TIENSIN	"KUEICHOW"	On 31st July, 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 1st Aug., 4 P.M.
SWATOW and SHANGHAI	"KASHING"	On 1st Aug., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 3rd Aug., 4 P.M.

DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 27th July, 1907.

BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	Saturday, 27th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	Tuesday, 30th July, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	Wednesday, 31st July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday, 30th July.
MANILA, SAMARAL, NEW and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th August, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th July, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S SR.	LEAVING
TAMSAI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 28th July, at 10 A.M.
AND AMOY	"SEIKO MARU"	WEDNESDAY, 31st July, at 10 A.M.
FOOCHOW & SWATOW	"DAIJIN MARU"	SUNDAY, 4th Aug., at 10 A.M.
AND AMOY	"SHOSHU MARU"	TUESDAY, 6th Aug., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	TUESDAY, 6th Aug., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDES 11 days Across the Pacific to the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

"EMPRESS OF INDIA".....	6,000	"	THURSDAY,	1st Aug.	"	19th August
"MONTEAGLE".....	6,163	"	WEDNESDAY,	14th Aug.	"	7th Sept.
"EMPRESS OF JAPAN".....	6,000	"	THURSDAY,	29th Aug.	"	16th Sept.
"TARTAR".....	4,425	"	WEDNESDAY,	11th Sept.	"	5th Oct.
"EMPRESS OF CHINA".....	6,000	"	THURSDAY,	26th Sept.	"	14th Oct.
"ATHENIAN".....	3,882	"	WEDNESDAY,	9th Oct.	"	2nd Nov.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 262. Intermediate on Steamers, 240.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passenger Booklet through to all points and AROUND THE WORLD.

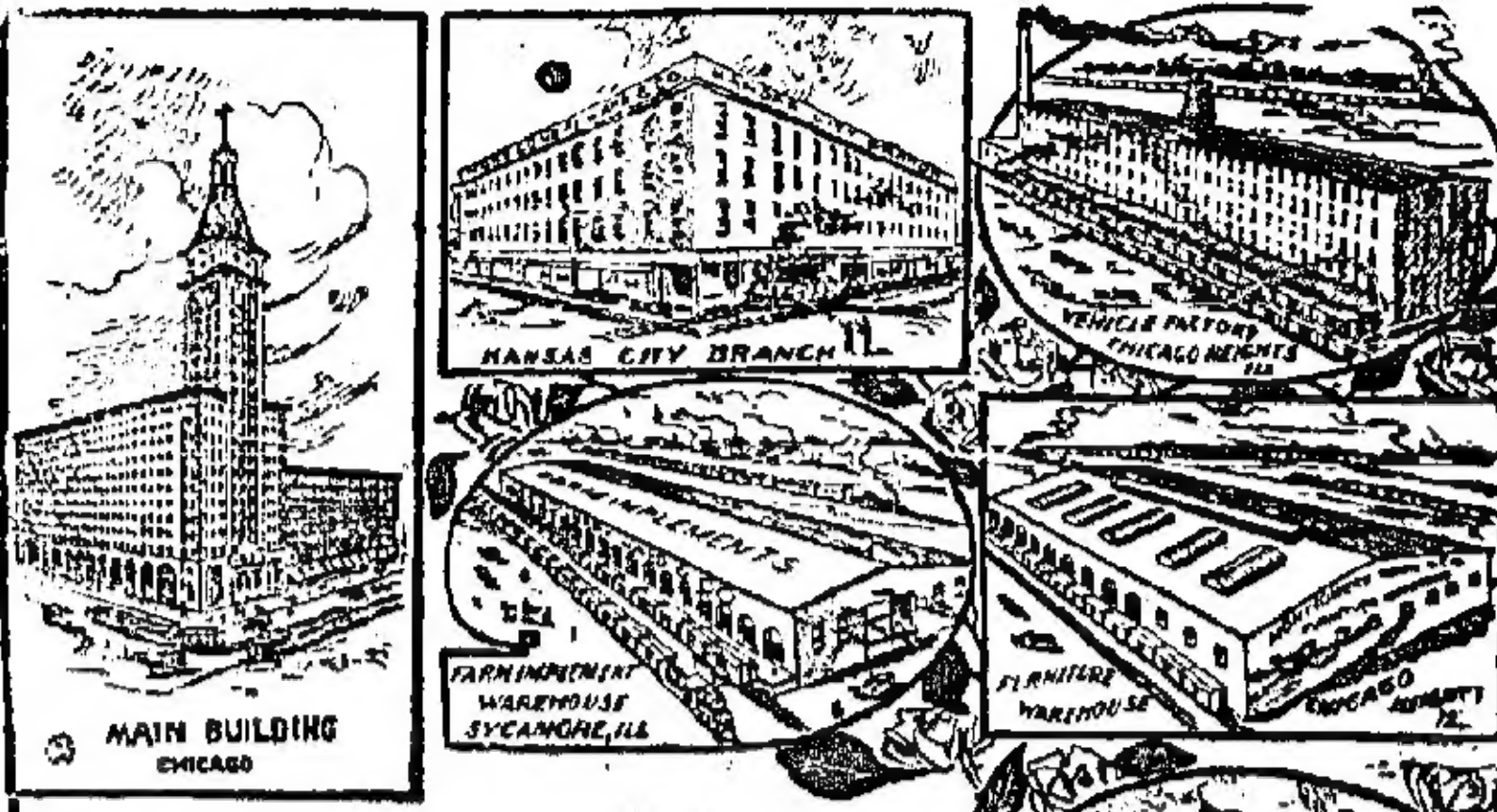
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.
General Agent: G. A. WITT, London, E.C.
Coaling Agents: HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong,
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.
[2200]
Hongkong, 1st December, 1906.



Special Low Freight Rates to the Orient

And our system of selling General Merchandise of every kind Direct to the Consumer enable you to obtain latest

American Goods at Chicago Prices

You can buy of us everything to eat, wear and use at the same prices paid by our three million customers in America. We ship by Fast Freight and the Pacific Steamers, and have a fixed low freight rate, not enjoyed by any other firm. On all classes of goods, irrespective of measurement, our special freight rate, covering both the rail and ocean haul, is only \$1.75 per 100 lbs. from Chicago to Yokohama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through Bills of Lading prepaid on this basis can be secured in Chicago to any open port.

You run no risk. Our Export Division understands all requirements and we guarantee safe delivery. We pack goods properly and are prepared to take care of all details. We have had over 10 years experience in export shipping.

We have thousands of customers in the East; are well known to the banks and refer by permission to the Hongkong & Shanghai Banking Corporation and The Chartered Bank of India, Australia & China.

Our new 1200 page Catalogue No. 74, Season 1905-6, just from the press contains clear illustrations, truthful descriptions and lowest prices of 126,000 articles in every day use. The book costs us almost \$1.00 gold to print and mail, but we will gladly send a copy to any household or prospective buyer, if you will show us with us to do so by just writing and asking for a copy.

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MONTGOMERY WARD & CO.
CHICAGO, U. S. A.

SHIPPING IN PORT.

STEAMERS	AGENTS
BORNEO, German str., 1,344, F. Sembill, 21st July—Saigon 16th July, General—Melchers & Co.	
BOURBON, French str., 997, Le Bail, 21st July—Saigon 17th July, General—Chinsee.	
CARL DIEDERICHSEN, German str., 774, T. Petersen, 25th July—Haiphong 20th and Hoibow 23rd July, General—Jensen & Co.	
CHIHUI, British str., 1,143, Warlock, 25th July—Haiphong and Hoibow 24th July, General—Butterfield & Swire.	
CHOWA, German str., 1,055, F. Spiesen, 23rd July—Bangkok 18th July, Rice & Wood—Butterfield & Swire.	
CHUNSAO, British str., 1,417, D. King, 19th July—Hongay 17th July, Coal—Jardine, Matheson & Co.	
COQUET, British str., 2,865, T. Walker, 22nd July—Kuchino 18th July, Coals—Mitsui Bussan Kaisha.	
DEITA, British str., 4,781, C. L. Daniel, 25th July—Singapore 23rd July, Mails and General—F. & O. S. N. Co.	
DOTT, Norwegian str., 629, Jan Danning, 17th July—Wakamatsu 11th July, Coal—Wallen & Co.	
DRUPAR, Norwegian str., 1,102, Gay Bing, 21st July—Bangkok 12th July, General & Coal—Nippon Yusen Kaisha.	
EMPIRE, British str., 2,843, P. T. Helms, 22nd July—Kobe 17th July, General—Gibb, Livingston & Co.	
EMPRESS OF INDIA, British str., 3,033, E. Betham, 30th June—Vancouver 11th June, Flour and General—O.P.B. Co.	
GHAESE, British str., 3,242, D. A. Cave, 24th July—Singapore 19th July, General—Doddwell & Co.	
GREGORY APCAR, British str., 2,961, E. H. Belson, 22nd July—Yokohama 9th July, General—David Sassoon & Co.	
HANGSANG, British str., 1,355, S. Wilde, 21st July—Shanghai and Swatow 20th July, General—Jardine, Matheson & Co.	
HEIMDAL, Norwegian str., 762, Johnson, 17th July—Newchwang and Cebu 9th July, General—Arnhold, Karberg & Co.	
HELLAS, German str., 1,539, Metzenthien, 24th July—Wakamatsu 13th July, Coals—Sassoon & Co.	
HUIER, British str., 1,204, A. Mathias, 17th July—Hoibow 16th July, General—Butterfield & Swire.	
ICHANG, British str., 1,200, Lloydfores, 20th July—Moji 14th July, Coal—Butterfield & Swire.	
IRISH MONARCH, British str., Graham 1st July—Kuchino 25th June, Coal—Mitsui Bussan Kaisha.	
JOSHIN MARU, Japanese str., 702, H. S. Smith, 24th July—Tampoi 21st July, General—Osaka Shosen Kaisha.	
JUDO MARU, Japanese str., 3,227, T. Homada, 20th July—Moji 13th July, Coal—Order.	
KAWACHI MARU, Japanese str., 3,782, H. Petersen, 24th July—Singapore 19th July, General—Nippon Yusen Kaisha.	
KIANG CHING, Chinese str., 2,000, Bressander, 22nd July—Chinkiang 17th July, General—Chinsee.	
KING GEORGE, British str., 2,057, James O. White, 21st July—Swatow 20th July, Ballast—Standard Oil Co.	
KIYO MARU, Japanese str., 1,062, S. Hirai, 16th July—Dairen 9th July, Beans, etc.—Arnhold, Karberg & Co.	
KUTUNG, British str., 3,110, Bradley, 17th July—Singapore 11th July, General—Indo-China S. N. Co.	
LAETTES, British str., 1,340, J. Jackson, 24th June—Saigon 20th June, Rice—Chinsee.	
LIGHTNING, British str., 2,122, E. Fay, 22nd July—Calcutta and Straits 6th July, General—David Sassoon & Co.	
LINAN, British str., 1,351, Williams, 24th July—Swatow 23rd July, Ballast—Butterfield & Swire.	
LOOSER, German str., 149, G. Schubert, 21st July—Bangkok 12th July, Rice and Wood—Butterfield & Swire.	
LOYAL, German str., 1,237, F. Natkins, 25th July—Bangkok 15th July, Rice—Sander, Wieler & Co.	
MEIPOO, Chinese str., 1,338, C. V. Frigant, 22nd July—Siam 17th July, General—Chinsee.	
MINNESOTA, American str., 13,323, Chas. Austin, 23rd July—Shanghai 20th July, General—Nippon Yusen Kaisha.	
MOXMOOTHSHIRE, British str., 3,600, Warner, 24th July—Singapore 19th July, General—Shewan Tomes & Co.	
MONTAGLE, British str., 3,353, S. Robinson, R.N.E., 25th July—Vancouver, etc. 28th June, Mails and General—C. P. R. Co.	
NERITE, Dutch str., 1,453, Carwick, 14th July—Polenborg 7th July, Kerosene—Arnhold, Karberg & Co.	
ORLAND, Norwegian str., 917, T. A. Lie, 12th July—Hamburg 24th June, General—Order.	
PERSEA, British str., 2,744, A. Dixon, 16th July—San Francisco 18th June, Mails and General—O. & O. Co.	
PRINZ, British str., 2,976, R. A. Sillescu, 24th July—Liverpool 16th July, General—Butterfield & Swire.	
PRINZ WALDEMAR, German str., 1,737, W. von Soden, 2th July—Australia and Sydney 2nd July, Mails and General—Melchers & Co.	

ON SALE. THE DIRECTOR AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA SIAM, STRAIT SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c. WITH HIGH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST 1907. THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTIVE TORY, carefully revised each year, most of which will serve as accurate Guides for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,720, \$10.00. Directory only pp. 1,390, \$6.00.

The Directories and Descriptions are of

CHINA	CHINA	CHINA
Peking	Nanking	Canton
Tientsin	Wuhu	Whampoa
Peitaiho	Kewkiang	Kowloon
Chingwantoo	Hankow	Lappa
Taku	Yochow	Samsui
Newchwang	Shansi	Kuangmoon
Taiwan	Ichang	Wuchowfu
Port Arthur	Chungking	Kwangchiawan
Chaochow	Hankow	Puchow
Wohaiwei	Ningpo	Hoihow
Kinchow	Wenchow	Lungchow
Tsinan	Suntu	Mingao
Mukden	Foochow	Hokow
Shanghai	Amoy	Siam
Soochow	Swatow	
Chinkiang		

JAPAN AND FORMOSA	JAPAN AND FORMOSA	JAPAN AND FORMOSA
Tokyo	Osaka	Kobe
Kokoro	Mojo	Tanaka
Yokohama	Nagasaki	Tokyo
Kobe	Hakodati	Aomori
Shimonoseki	Tsushima	

EASTERN SIBERIA	EASTERN SIBERIA	EASTERN SIBERIA
Vladivostok	Nicojewsk	
Seoul	Wonsan	Mokpo
Chungcholo	Pusan	Chinnampo
Kunsan	Pingyang	Songhio
	Mansu	

HONGKONG AND ITS DEPENDENCIES

MACAO	MACAO	MACAO
Hanoi	Adnan	Tourans
Haiphong	Hue	Saigon
Toukin Province	Quinhon	Cambodge

PHILIPPINES	PHILIPPINES	PHILIPPINES
Manila	Iloilo	Cebu
	Borneo	

SAARAWAK	SAARAWAK	SAARAWAK
Sarawak	Labuan	British N. Borneo

STRAITS SETTLEMENTS	STRAITS SETTLEMENTS	STRAITS SETTLEMENTS
Singapore, Penang, Malacca, Prov. Wellesley		
Malay States		

JOHORE	JOHORE	JOHORE
Johore	Sungei Ujong	Belangor
Pahang	Johore	Perak

NETHERLANDS INDIA	NETHERLANDS INDIA	NETHERLANDS INDIA
Batavia	Samarang	Peking
Buitenzorg	Sourabaya	Macassar

NAVY SQUADRONS	NAVY SQUADRONS	NAVY SQUADRONS
British	German	Russian
French	Japanese	United States

ALPHABETICAL LIST OF RESIDENTS

contains the names of over 20,000 FOREIGNERS, carefully arranged, with the initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA

are arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:

COLORED PLATE OF FLAGS OF FOREIGN HUNG MAP OF THE FAR EAST

PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENSIN
PLAN OF TIENTSIN (KIAOCHOW)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF THE PEAK
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1893; Chiaofoo, 1876, with Additional Article; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1891; Peking, 1890; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial, 1903.

Russian—St. Petersburg, 1881; Russians Land Trade, 1881.
Portugal, 1888; Commercial Treaty, 1891.
FINAL PROTOCOL made between China and Eleven Powers, 1901.
TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extraterritorial Treaty, 1896; Great Britain (Alliance), 1905; Russia (Peace Treaty), 1905.
TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876; Japan, 1905; United States, 1893; Great Britain, 1895.
TREATIES WITH SIAM
Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS

China, Japan, Siam, Corea.
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SOCIETY.

An instinctive dislike of strangers can exist with a very real love of society, and a strong desire to be in their company goes often with a very little social gift. A great many people are at their worst with those they do not know. Some are shy, some, perhaps, have not the power to break new ground, while upon others the effect of the presence of a stranger is to loosen some habitual cord of self-control and render them suddenly aggressive. The shyness which merely means a fear of strangers is a simple kind of shyness, and as a rule causes little suffering. It is nothing but the remnant of a childish timidity which a man and women never entirely grow out of. It makes them uncomfortable for the moment, but it leaves no recollection of folly to sting them in the future, for who really cares what impression he has made upon strangers as soon as the strangers are gone, though he may care acutely at the time? Many people, who are seriously handicapped all through life by a shyness which never attacks them except in the presence of those with whom they are well acquainted, enjoy among total strangers a refreshing immunity. This is especially the case with those who are oppressed by a sense that they cannot do themselves justice in company, and whose, so to speak, self-consciousness of conversation is a constant source of trouble. Altruistic friends of peace and humility destroy their peace in life, and only among friends who know all about them, or strangers who know nothing, are they at their ease. Timidity among strangers, on the other hand, has nothing to do with a man's opinion of himself. It is almost as much apart from character as the possession of a strong head for heights. For the moment the timid person is incapacitated for all social work, but no sooner is he back in a familiar atmosphere than his fright is forgotten.

But quite apart from shyness, a sinking of heart is very commonly experienced by those who find themselves obliged by circumstances, or a hostess, to be agreeable for an hour or so to some one they never saw before. It means a considerable effort, and for social effect even those who love society are not always prepared. The game of conversation, like so many other games, has been brought to too great a pitch of perfection in certain circles, and to play with some one not accustomed to the rigour of the game, or accustomed perhaps to observe the by-laws of another club, is hardly worth while. But putting all affectations aside, one must give one's whole attention and be constantly on the alert if one is to make a social success of any purpose. The light of reason, that again, may seem to be not worth doing. Consequently there are delightful talkers who never take the trouble to talk at all, except to those they know, or, at any rate, know about. The wider their reputation for charm, the deeper the disappointment they constantly cause. But the man who is silent with strangers is not half so trying to his hosts as the man whom they refuse a kind of aggression. Some men are possessed of a charm who is exercised by friendship, and indeed by all the serious affairs of life, but who in strange company becomes a tyrant. This spirit of mischief insists that they should make a bad impression. Their hearts may be ever so kind, but they must pose as brutes; they may be ever so tolerant in reality, but they must act the part of an opinionated partisan. The odd thing is that this particular type of demon almost invariably affects delicate people, almost invariably those with many devoted friends who are often more strange enemies. There is a third type of person whom strangers render platitudeous. They will never believe that those with whom they are acquainted are not necessarily very stupid, but are often able to understand conversation not confined either to the weather or the copybook. Old fashioned men and women commonly address those they consider beneath them in the strain, and having suited their remarks to the imagined simplicity of their hearers, succeed in convincing themselves that education has been a failure, and that the working classes are mentally just where they were before primary instruction was compulsory. No less an authority upon the matter than Miss Loebe assures her readers in her last book ("The Next Street but One") that poor people often feign ignorance and stupidity out of politeness to those interlocutors who expect it of them, and we are sure that many upper-class strangers half unconsciously do the same.

It is certain, however, that if a large number of persons are depressed by the presence of strangers, there are many opposite natures to whom strangers serve as a tonic, and on whom, physically, mentally and morally, the presence of these whom they do not know has a good effect. For some commonplaces, but very good ones, social pleasure is only to be had among strangers. They go in search of them when they feel tired just as they go in search of ozone. Their idea of happiness is to be in some place of public entertainment and look around upon the faces of a prosperous crowd. The sight really does them good. They feel immediately an increase of energy both of mind and body, and they have a genuine pleasure in the sight of other folk's gaiety. For them intimacy means too often a mutual course of care. Their minds never find a rest in the consideration of the abstract. Among their friends they cannot forget their troubles, and it is only among strangers that they feel light-hearted. Again, there are some third-rate natures of both sexes who only the presence of a stranger can cause to forget themselves. Their families long to keep one permanently with them. He or she may not be very interesting, but any unknown person will set as a spur. They are immediately less stingy, less dull-minded and less selfish. They need an audience, and an audience that does not know them, before whom they can imagine themselves what, after all, poor things, they would like to be. The fine sentiments they express are really theirs, only the effort to act up to them is too great. They are really capable of an interest in outside things, but they must be led to them by a strange guide.

It is no, however, by any means only inferior minds who find an unfailing tonic in the company of strangers. Very often lovers of strangers are among the most genial of men and the best and most constant of friends. There are plenty of adventurous spirits who intensely enjoy a voyage into any kind of society to which they are unaccustomed, and to whom intercourse with any fresh acquaintance is fraught with delightful possibilities. They are always hoping to pick up something of value, perhaps an amusing story, perhaps a piece of desirable knowledge, possibly even a friend. "Old friends, new acquaintances" is their motto. They constantly seek fresh experiences among new people, gladly losing sight of those they have never known well, and eagerly exploring new ground. This love of strange faces often leads excellent men whose social horizon is small into the by-paths of philanthropy, and we have heard it given as one of the attractions which cause so many young men to enter the medical profession in the hope of becoming "consultants." There are benevolent people with a sincere desire to be of use to their fellow-creatures who have not the capacity or the patience to make friends with those to whom

they are drawn by pity and not by common interests. They had rather that their *protégés* as soon as they have done what they can for them, and they are ever ready to expend their energies upon new material. If they are women, they had rather do anything in the world than philanthropic work in a country village, but they will work themselves to death among the seething mass of the town poor. If they are doctors, nothing short of dire necessity would take them to a country practice, but in a town consulting-room they never pass an hour of ennui.

For a few elect souls in all classes strangers seem hardly to exist. They are instantly at home with all whom they may come across. They seem more at ease in whatever surroundings than the ordinary man and woman, and sometimes one is tempted to wonder whether this is really their first life on earth, or whether stored somewhere in their minds beyond the power of the memory to bring to light there exists a hoard of social experience. They seem never to be exactly old or exactly young. They are typical of no class, and as a rule, somewhat oblivious of those social distinctions a nice interest in which tends always to produce ignorance of human nature. The cant of the modern comfortable, who curse an existence they make every effort to preserve, fills them with amusement and consternation. For them the charm of every new day is its familiarity. They are the real men and women of the world, for whom time goes too quickly, and whose only quarrel with life is its inevitable end.

NAVAL SCANDALS.

CONTRACTORS IMPERIL SAFETY OF A BATTLESHIP.

Severe comments on the manner in which a firm of contractors carried out a portion of their work on the battleship *Edward VII.* appear in the First Report of the Committee on Public Accounts on the Navy Appropriation Account 1906. The Committee accuse the firm of "a gross and deliberate piece of deception" in regard to the rudder casting supplied to the vessel.

"It appears," says the report, "that twelve months after this rudder casting was received, and built into the ship, the Admiralty were informed by a dismissed employee of the firm in question—the Ayrshire Foundry Company—that on a certain Sunday the management collected some of the hands, and by means of electric welding concealed a large fault in the casting. An examination of the man's story showed prima facie evidence that such a defect did exist, and the Admiralty decided that the casting must be replaced. The firm offered to replace the casting by a new one. This offer was accepted, but the second casting was full of flaws and defects, and a third proved no better. The Admiralty then decided that the casting should be made in the dockyard, and the cost charged to the contractors. This was done, and the balance irrecoverable of £48 represents the extra cost of fixing the new casting."

"The pecuniary loss in this case was small, but the conduct of the firm would appear to have offered proper matter for a prosecution for fraud, and your Committee, on the evidence before them, do not understand why some attempt was not made to bring these persons to trial. It is stated that the firm strenuously denied the existence of any defect in the first casting, but when after some months the ship was opened up and the casting removed the defect spoken of by the informer was discovered. Again, it seems that for some purpose, when the work will be subject to strain, electric welding is a good and proper remedy in case of flaws, but if the firm held this opinion it was unnecessary to do the work secretly on Sunday—and when the Admiralty inspectors were not on duty."

"The loss of Admiralty orders," said the Committee, "and the rumours of this particular transaction brought such financial loss to the Ayrshire Foundry Company that it shortly became bankrupt. Your Committee hope that it will not again be their duty to investigate a case where a British firm for any commercial advantage will callously hazard the lives of hundreds of their fellow countrymen."

Attention is also called to "an unusual procedure" in connection with the contract for H.M.S. *Invincible*, and *Indomitable*, for which (without Treasury sanction) no competitive tenders were invited. The Admiralty explained that they particularly desired to keep the designs of this class of vessel secret as long as possible, and therefore only invited three firms of proved merit to tender. Moreover, they compared the tenders with their own estimates, and finding them "practically identical," they accepted them. On this the Committee state that they "give due weight to the importance of keeping the design of these vessels as secret as possible; but they desire to point out that when any such departure from the usual practice is proposed the sanction of the Treasury should at once be sought. If the arguments urged in favour of the proceeding are not good enough to influence the Treasury at the time, they can be of little value when offered as excuses after the event."

The case of secret commission paid to four stewards (who have since retired on pension) in one of the *Arcturion* is also referred to. "This case," says the report, "accidentally brought to light grave irregularities which were very properly made the subject of severe disciplinary measures, upon which your Committee offer no criticism, but they recommend that by the display of notices or other means more care shall be taken to impress upon all employees the galling and danger of accepting or offering any kind of commission." The stewards received from the contractor 5 per cent. on all the clothing examined, the payments amounting to £66. When called upon to explain, the contractor stated that "he thought it was the custom," and the men pleaded "that they were doing what their predecessors had done. Both these statements, the Committee state, appear to be true. The Admiralty by an alteration in the wording of the contract have made it clear that the contractor must avoid such practices in future, and the question of more clearly warning all employees against the acceptance of commissions will be brought before the Board for consideration. The "disciplinary measures" referred to are mentioned by the Comptroller General in his report issued last February. They include the stoppage of the men's pensions for a year, and the removal of the contractor's name from the Admiralty list.

Another matter which also called forth the criticism of the Comptroller-General was the unauthorized sale of Government ammunition by private persons. The Committee tell the story, and comment upon it as follows:—
"A general dealer at Portsmouth was discovered to have in his stock 39,500 cartridges for use with the Morris tube, and of this amount 22,400 were marked Government property. It appears probable that this ammunition was sold in small lots by men who had pilfered it at the ranges, and steps have now been taken to safeguard the ammunition issued for practice."

Your Committee would suggest that the legality of selling Government stores in this way should be tested by a case in the courts, and that if a conviction is secured steps should be taken, by advertisement or otherwise, to warn all persons from engaging in such traffic."

FROM PEKING TO PARIS.

[BY HARRY DE WINDT.]
Once made the overland journey from Peking to Paris by the aid of camels, horses, and mules, leaving Peking on the 27th of October, travelling by the samovar, and at the same season, as the "Automobile Expedition," now on the way from China to France. Over ordinary roads, the motor should accomplish this journey of 5,000 odd miles far more rapidly than I did, but these intricate machines were scarcely designed for work in the wilds and may not therefore boast a record of 122 days. In any case, I doubt whether they will cover the distance in "from three to four weeks," which has been estimated as the time for its accomplishment.

From Peking to the Great Wall of China I journeyed for five days in a male-litter, a mode of conveyance rendered compulsory by the hopeless nature of the road. No one ever attempts to negotiate the latter on wheels, for it is a mere track, in places honeycombed with holes, deep ruts, and quagmires, alternating with stretches of soft yielding sand, in others irrigated with a depth of several inches by submerged rills and mill fields. As I anticipated, the first serious stumbling-block encountered by the "chauffeurs" has been the Cha-Ho bridge—which consists of huge granite blocks piled up anyhow out of the river, where our mules continually fell headlong on the slippery uneven rocks. The cars must have fared badly here, for even my light, pliable multiliter was almost dashed to pieces. A similar bridge is encountered a short distance from this one, but both these are minor difficulties compared with the obstacle which (about forty miles from Peking) bars the way to Mongolia, viz., the formidable Nankow Pass. Before reaching this I traversed the city of Nankow, and my reception was anything but cordial, the litter being occasionally pelted with stones and rubbish, for no apparent reason. It took me over two hours to get clear of the place, for even a village in this part of China is generally about the size of Birmingham—and the streets of Nankow were densely crowded. The Pass is about thirteen miles in length, and the road is simply the bed of a dried-up stream, rendered almost impassable by huge rocks and boulders. In autumn heavy rains convert this natural thoroughfare into a mighty extracurricular, often destructive to life and property. 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